

INFORMATION REPORT

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| Consignee | Weight | Kind of Goods |
|---|-----------|--------------------|
| Witteldeutscher Feuerungskau, Holzhausen (furnace builders) | 30.0 tons | thick steel plates |
| VEB Turbo Werke, Meissen (turbine works) | 40.0 tons | " |
| Transformatoren- und Roentgen- werk Dresden (transformer and X-ray works) | unknown | " |
| VEB Bauunion Brandenburg | 15.5 tons | reinforcing iron |
| VEB Bauunion Halle, 13 Leninstr. | 15.0 tons | " |
| VEB Bauunion Jena, 20 Leninstr. | 20.0 tons | " |
| VEB Karl-Marx-Stadt, 23 Källienstr. | 20.0 tons | " |
| VEB Bauunion Rueste, Stralsund | 20.0 tons | " |
| VEB Bauunion Zwickau | 15.0 tons | " |
| MLB Potsdam, am Luftschiffhafen | 15.0 tons | " |
| Deutsche Reichsbahn Packetrieb Cottbus (German railroad con- struction service) | 15.0 tons | " |
| Eisenhandel Halle/Saale (iron trade) | 15.0 tons | " |

25X1

4.

On 27 November 1953, the Polish ship EBLAG; with 1,404 tons of iron
ship plates, 2 meters by 6 meters by 6 to 8 millimeters arrived in Wismar. She unloaded in the lumber harbor.

6. On 26 November 1953, the Polish I/S FILICA arrived in Wismar with 499.6 tons
of round iron [redacted] Her cargo was immediately forwarded
with 213 tons going to Schraubenfabrik Minsterwerde (screw and bolt factory);
96 tons to Schraubenfabrik Karl-Marx-Stadt; and 190 tons to Schraubenfabrik
Lüneburg at 33 auerstraße, Magdeburg.

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7. On 1 December 1953, [the Polish I/S SAM with a 565-ton cargo of 711 ship plates,
6 meters by 2 meters by 6 to 10 millimeters, arrived in Wismar]

[redacted]
Part of the cargo was immediately shipped to the following consignees:

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25X1

| <u>Consignee</u> | <u>Weight</u> |
|---|---------------|
| Lehnselter- und Maschinenbau Mittweida (container and engine manufacturers) | 50 tons |
| Kyffhaeuserhuette Artern | 15 tons |
| Transformatorwerk Oberschoeneweide, Berlin-Krummelsburg (transformer works) | 15 tons |
| Zutritterwerkstaetten, Berlin 0 17, Stralauer Platz (supply works) | 15 tons |
| Rohre-Behaelterbau, Berlin-Lichtenberg, Herzbergerstr. (piping and container manufacture) | 15 tons |
| Saechsische Roehrenfaktrik Thierfelder, Leipzig, 17 Naumburger Strasse (tube-making firm) | 15 tons |
| Montagewerk Leipzig (assembly works) | 15 tons |
| Montagewerk Bautzen (assembly works) | 10 tons |
| Montagewerk Gotha (assembly works) | 20 tons |

395 tons of the cargo were warehoused in Wismar and were shipped on 16 December 1953:

| <u>Consignee</u> | <u>Weight</u> |
|---|---------------|
| Reunion Bitterfeld (construction unit) | 15 tons |
| Stahlbau Laute-Werk Station Hohenborts (<i>sic</i>) (steel constructions) | 15 tons |
| Bauunion Dresden, 19 Altenzeller Strasse (construction unit) | 15 tons |
| Stahlbau Werda, 7 Roensturgstr. (steel constructions) | 15 tons |
| Stahlbau Niesky, Station Nisky (steel constructions) | 15 tons |
| Stahlbau Ruhland AGL (steel constructions) | 15 tons |
| Stahlwalzwerk Riesa, Zentrallager (steel constructions)(Central Depot) | 30 tons |

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| <u>Consignee</u> | <u>Weight</u> |
|---|---------------|
| LEW Hennigsdorf/Cathavel | 15 tons |
| VzB Apparate- und Kesselfabrik Berlin -Niederschoenhausen, Luchholzstrasse (boiler and apparatus makers) | 15 tons |
| Lowa Pabelsberg, Station Drewitz AGL | 30 tons |
| Landmaschinen Doeblin (farming machinery) | 15 tons |
| Lowa Lautzen | 15 tons |
| Mitteldeutscher Feuerungsbau, Station Holzhausen (furnace manufacturers) | 30 tons |
| Zentralwerkstaetten Berlin C 17, Stralauer Platz (central workshops) | 30 tons |
| Turbo Werk Neissen (turbo works) | 30 tons |
| VEB Ernst Dietrich Calbe | 30 tons |
| Rohrleitungsbau Pitterfeld (piping manufacture) | 65 tons |

8. On 7 December 1953, M/S DUNAJEC put into Wismar with 499 tons of screw and nut rods.

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Her cargo went to the following consignees:

| <u>Consignee</u> | <u>Size of Bolt Iron</u> | <u>Weight in Tons</u> |
|---|--|-----------------------|
| Schraubenfabrik Finsterwalde (bolt and nut factory) | 21.5 to 21.9 millimeters 19.5 to 19.9 " 15.5 to 15.9 " | 214.0 129 1 |
| Schraubenfabrik Magdeburg (bolt and nut factory) | 11.5 to 11.9 " 19.5 to 19.9 " | 54 50 |
| Finsterwalde Nieteisen | 19.0 to 19.5 " | 51.05 |

25X1

9. Potash for exportation was shipped from the overseas harbor (industrial harbor), with loose potash being loaded at the tipping plant on the northern side of the harbor basin, and bagged potash taken on on the south side of the basin. All imported iron was unloaded at the coal harbor because the only crane available in Wismar harbor was on the north side of the coal harbor. Tarp wood was also unloaded at the coal harbor.

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25X1



10. Tugboats EXONENT, WALFISCH, PUGARD, AKTIVIST and GREIF were observed in various harbor basins from 9 November to 20 December 1953. They seemed to have no permanent berths.
11. On 20 December 1953, the new depot shed located at the northern quay of the coal basin in the first harbor district was completed. This shed was about 150 meters long and about 40 meters wide, had a glass roof and 20 double sliding doors, 10 on its northern side and 10 on its southern side. A ramp, 1 meter high, was along its north side and another one along its south side. A stuccoed office building was at its western end. Excavation work, which had started at the east end to expand the building, had been stopped for lack of funds. Two permanent tracks along the north side and the south side of the shed were connected to the main track.
12. Derutra³ Wismar harbor was one of the Soviet corporations to be returned on 31 December 1953 and, beginning 4 January 1954, was scheduled to be managed by VEB Hafengereinschaft Wismar to be renamed VEB Seehafen (Seaport Corporation).

1. [REDACTED] Comment: Boat [REDACTED] is attached to the group of vessels stationed in Swinemunde. Vessel [REDACTED] which is reported for the first time, probably is one of the new boats; the Sea Police handed over to the Border Police. 25X1

2. [REDACTED] 25X1

3. [REDACTED] Comment: Since 1 January 1954 Derutra has been known as Deutrans.

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